THE
NORTH-CHINA HERALD.

Vol. I. No. 43. SHANGHAE, SATURDAY, 24th MAY, 1851. Price, 15 Dollars per Annum.

SHIPPING.

FOR AMOY.

THE Barque *SIR EDWARD RYAN*, Captain Turner, will be despatched on the 29th Instant. For Freight or Passage apply to

J. M. SMITH & Co.

Shanghae, 22nd May, 1851.

FOR FREIGHT OR CHARTER.

THE Barque *MANDARIN*, 344 Tons, Captain Piron. Apply to

SMITH, KENNEDY & Co.

Shanghae, 1st May, 1851.

NOTICES OF FIRMS.

NOTICE.

THE undersigned, having dissolved their Co-Partnership by mutual consent, all outstanding accounts owing to the late firm will be received by Wm. Kay, Esq., to whom, parties having claims against the same are requested to forward them

KIRK, IRONS & MOTTLEY.

The private Dispensary of the late firm will be conducted as an open and general one under the superintendence of

GEORGE MOTTLEY,
Surgeon.

Shanghae, 1st April, 1851.

INSURANCES.

VICTORIA INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company; are prepared to grant Policies, payable in *Bombay* by Messrs. Ewart, Lyon & Co., *Calcutta* by Messrs. Gillanders, Arbuthnot & Co., *Canton* by Messrs. Russell & Co., and by ourselves in *Shanghae*.

RUSSELL & Co.

Shanghae, 5th April, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed Agents in China for the above COMPANY, are prepared to accept ASSURANCE at Shanghae, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others.—*Rate of Premium: ¾ per cent per Annum.*

And on their Contents, *at the Rate of 1 per cent per Annum.*

ASSURANCES for 6 Months ½, and for 3 Months ¼ *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone: or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participated in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st August, 1850.

MARINE ASSURANCE.

THE undersigned are prepared to accept risks on behalf of the following Offices to the amounts indicated opposite each and payable in Hongkong, Canton, Calcutta, Bombay, and London.

	Sea Risk. Drs.	*Harbour Risk.* Drs.
Canton Insurance Office,	100,000	200,000
Bombay Insurance Society,	40,000	50,000
Bengal Insurance Society.	40,000	12,000
Reliance Marine Insurance Office.	25,000	..

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st August, 1850.

THE ROYAL INSURANCE COMPANY.

Capital £2,000,000.

TRUSTEES.

JOHN SHAW LEIGH, Esq.
R. B. B. H. BLUNDELL, Esq.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire on the usual terms to the extent of £10,000 on any one Building or on Merchandize Stored in any one Building.

SYKES, SCHWABE & Co.

Shanghae, 9th June, 1849.

FOR SALE.

FOR SALE AT THE UNDERSIGNED.

HARDWARE for Buildings; as LOCKS, BOLTS, HINGES, SCREWS, DOOR-SPRINGS, &c.
CROWN GLASS.
Table, and other LAMPS.
PENDULES.
STATIONERY, GOLD PENS.
OILMAN'S STORES.
SPERM CANDLES.
WINES, PORT, SHERRY, MARSALA.
Dark BRANDY, &c.
Table CLOTHS, Table KNIVES in Sets.
Watch GUARDS, Pencil CASES, STUDS &c.
Money SAFES.
Gilt MOULDINGS for framing, Cornices.
LINEN-TICK, BUNTING.
GRATES, FENDERS, FIRE IRONS.
MARBLE MANTLE-PIECES.
PAINTS, SOAP, &c., &c.

BACH & ARONE.

Shanghae, 9th May, 1851.

FOR SALE.

ANCHORS, and CHAIN CABLES. Apply to

SYKES, SCHWABE & Co.

Shanghae, March 22nd, 1851.

P. F. RICHARDS & Co.,

SHIP CHANDLERS, STOREKEEPERS
AND
GENERAL COMMISSION AGENTS,
SHANGHAE.
Established in 1844,
SHIPPING SUPPLIED WITH FRESH PROVISIONS.

FINE SUMMER WINES.

ON Sale by the undersigned Superior HOCK, CLARET and CHAMPAGNE, in quarts and pints, Pale SHERRY, PORT, Pale BRANDY, ALE, PORTER, STOUT and CHAMPAGNE CIDER.

The above Wines are all of Superior quality.

P. F. RICHARDS & Co.

Shanghae, 1st May, 1851.

ON SALE BY THE UNDERSIGNED.

Ex-*ALBEMARLE.*

THE undermentioned PERFUMERY, &c., &c., Imported from Paris and London, and warranted of superior quality, viz:—

ESSENCES (Assorted).
BEST PERFUMES, Stopped Bottles.
Do. Do. in Cut Cristal Box.
TOILET VINEGAR.
LAVENDER WATER in Assorted Bottles.
IRRIGATORS or FOUNTAINS.
ELIXIR for the Teeth.
Extract of HONEY.
LAVENDER AMBREE.
BANDALINE.
Best HAIR OIL.
New Cut Bottles BEST PERFUMES.
Sreoches ORANGE FLOWER WATER
EAU DE COLOGNE, Long & Short Bottles.
Naples SOAP.
Best FANCY SOAP in Tablets.
Do. Do. Do. in French Boxes.
SPERMACETI TABLETS.
CREAM of Almonds for Shaving.
Parisian liquid HAIR DYE.
COSMETIQUES, Assorted Colors.
New Do. in Box with Glass & Clasp.
Aromatical SOAP in Oval Tablets.
Queen's OWN in Do.
Toilet SOAP 6 in Boxes.
MALACTION for Shaving.
VENITIAN BOTTLES filled with Essences.
ODONTINE for the Teeth.
DEPILATORY.
PASTILLES (Assorted).
French POUDRE D'AMANDES.
AROMATIC VINEGAR in Cases.
SMELLING SALTS.
Nutritive CREAM for the Hair.
Parisian Do. Do.
MARROW OIL, Stopped Bottles.
BEAR'S GREASE.
COLD CREAM.
ROSE LEAF POWDER.
VIOLET POWDER.
POWDER BOX and PUFF.

ALSO,

Ex-*ALVERTON.*

An Invoice of OILMAN'S STORES, Imported to Order and warranted of Superior quality, and to be disposed of at considerably reduced prices, viz:—

Best London PICKLES.
Do. Imperial Hot Do.
Do. West India Hot Do.
WHITE WINE VINEGAR.
RASPBERRY Do.
SALAD OIL.
French OLIVES.
Do. CAPERS.
PICKLED MUSHROOMS.
WALNUT KETCHUP.
MUSHROOM Do.
ESSENCE of ANCHOVIES
HARVEY'S SAUCE.
READING Do.
BEEF-STEAK Do.
Assorted FRUITS.
Superior MUSTARD.
JAMS and JELLIES.
DRIED HERBS.
Preserved CARROTS.
GREEN PEASE.
Preserved SALMON in 2-lbs. Tins.
PEARL BARLEY in 6-lbs. Do.
Scotch OATMEAL in 6-lbs. Do.
MACCARONI in 4-lbs. Do.
VERMICELLI in 4-lbs. Do.
ANCHOVY PASTE.
Moore's Improved CHOCOLATE In Tins.
Do. Do. COCOA in Do.
Do. Do. Concentrated MILK in Do.
Best Smoked HERRINGS in Tins.
Loch Fine Salted Do. in Jars.
Salted SALMON in Jars.
SARDINES in Tins.
Best ZANTE CURRANTS in Jars.
Jordan ALMONDS.
Barcelona NUTS.
Fine Dried COD FISH.
Pine CHEESES.
Berkley Do.
Chedder Do.
Pickled TRIPE in Jars.
Do. TONGUES in small Kegs.
Fine York HAMS.

P. F. RICHARDS & Co.

Shanghae, March 14th, 1851.

ON SALE.

BY the undersigned Superior SODA WATER and LEMONADE, orders from Ningpo, Amoy, Hongkong, Canton and Macao, will meet with every attention.

P. F. RICHARDS & Co.

Shanghae, 25th February, 1851.

ADVERTISEMENT.

COPIES of the BI-WEEKLY and OVERLAND ISSUES of the *Friend of China* Newspaper can be obtained at the office of

D. REMI.

Shanghae, November, 1850.

FOR SALE.

CHAMPAGNE (*Ay*).
SAUTERNE.
HOCK *vin du Rhin.*
BURGUNDY *Pomard.*
CLARET *Chateau Margot.*

D. REMI.

Shanghae, 9th October, 1850.

FOR SALE.

THE Lot of GARDEN GROUND, situated West of the Chaplaincy, (No. 81,) the property of HENRY LIND, Esq. For particulars apply to

J. M. SMITH.

Shanghae, 16th May, 1851.

FOR SALE.

SUPERIOR PALE SHERRY; PORT and MADEIRA, from Henry Tatham, London, at the Godowns of

J. M. SMITH & Co.

Shanghae, 20th March, 1851.

H. FOGG & Co.,

SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.

N. B.—For Goods Sold by Auction, account Sales and proceeds rendered 3 days from date of Sale.

SHOULD sufficient inducement offer they will hold an Auction monthly, or as often as occasion demands.

Shanghae, 1st August, 1850.

NOTICE.

JUST RECEIVED per *Androklos* and for sale by the undersigned—

PORTABLE WATER CLOSETS, Complete.
Ladies & Gentlemen's DRESSING CASES.
Do. Do. WRITING DESKS.
Ladies' COMPANIONS.
Do. Leather Reticules and Papier Maché COMPANIONS.
INKSTANDS, PEN HOLDERS, and PEN WIPERS.
Paper WEIGHTS, and Dogshead LETTER-CLIPS (new style.)
MATCH BOXES with Wax Tapers.
Patent APERIENT FOUNTAINS.
RAILWAY WHISTLES.
CEGAR CASES.
French Polished Mahogany MERCHANTS CABINETS.
TAPE MEASURES.
Windsor, Almond, and Honey SOAP.
Cloth, Alpaca, and Tweed CAPS.
Ladies & Gentlemen's Gold and Silver mounted RIDING WHIPS.
Gentlemen's WALKING STICKS, Assorted.
And a few elaborately CARVED PLATTERS.

H. FOGG & Co.

Shanghae, 25th April, 1851.

MISCELLANEOUS.

NOTICE.

THE present possessor of the copy of Sir Edward Belcher's *Voyage of the Samarang*, which was sold about 2 years back, among other works belonging to a Book Club here, will confer, a favour by sending it per bearer to the office of the *North-China Herald*, for the purpose of reference, and will receive it back without delay.

Shanghae, 15th May, 1851.

TO THE INHABITANTS OF SHANGHAE.

THE undersigned begs to give notice that the Business of BUTCHER carried on under the Style of J. Sedden & Co., is from this day dissolved, and all debts due to the said firm will be received by him, his receipt alone being a sufficient discharge. The aforesaid Business will be carried on by the undersigned, hoping to meet with the patronage of the public.

J. LOCKHURT.

Shanghae, 17th May, 1851.

J. LOCKHURT,

BEGS to inform the Foreign Community of Shanghae, that he has opened an Establishment near the Bridge at the *Yangking pang*, on the English side, for Supplying BUTCHERS MEAT, &c., of the best quality and on most reasonable terms, and hopes by strict attention to all orders conferred to merit the Public Patronage.

Shanghae, 17th May, 1851.

N.B.—Families and Ships supplied with Fresh and Corned Beef, Neats Tongues, Hams, Bacon, Mutton, Veal, Lamb, Live Stock, Vegetables, &c., on moderate terms.

R. MEREDITH,

HOUSE AND SHIP CARPENTER AND BUILDER.

IN returning thanks for the past favors so liberally bestowed on him, during his previous residence in Shanghae, begs to announce to the FOREIGN COMMUNITY and Merchant CAPTAINS, his resumption of his former business at this port, and assures those Gentlemen who may intrust him with their commands, that his best endeavors shall be exerted to give them every satisfaction.

Shanghae, 13th March, 1851.

N B—Blacksmith's work and Bell-Hanging done.

CARD.

EDWARD HALL,
BREAD AND BISCUIT BAKER;
AND GENERAL STORE KEEPER
SHANGHAE.
ALL KINDS OF FANCY BISCUITS MADE TO ORDER. SHIPPING SUPPLIED ON REASONABLE TERMS, BISCUITS REFIRED,
&c., &c., &c.

CARD.

YUNG-CHONG,
from
CANTON,
NEXT DOOR TO THE OLD HOTEL,
SHANGHAE;
SILK, LACKER-WARE, CHINA-WARE, AND CURIOSITIES, &c., &c.

The N.-C. Herald Office's Advertisements.

JUST PUBLISHED.

REVIEW OF THE TRADE OF SHANGHAE, 1850; extracted from the *North-China Herald*, No. 33, of 15th March, 1851, in a Pamphlet Form, 50 Cents each—

If 10 taken, 25 Cents each.
If 20 taken, 20 Cents each.

Shanghae, 17th March, 1851.

ATMOSPHERICAL CHANGES

During the Week ending 22nd May, 1851.

Much has been accomplished in the fields by the peasantry during the last phase of the moon, which has been accompanied by an almost unclouded sky. At no season of the year is there greater cause to admire the Chinese husbandry, than at this the time for sowing cotton. The art with which the four pronged implement of agriculture, half pitchfork, half hoe, is wielded, so as to act as both spade and rake calls down our admiration. The neatness with which the beds are prepared, and the seed sown and trodden down, is one of the circumstances in which has originated the title to an almost fabulous superiority of the natives of this empire over Europeans in the cultivation of the soil. Some of the cotton sown only a few days since is already appearing above ground. The paddy intended for transplantation is now a couple of inches high. In some fields the bearded wheat is nearly ready for cutting, and the ears of the unbearded variety are improving in size. The average temperature of the past week has been 70°. 7'. that of the corresponding week last year 70°. 3'.

TABLE

MEAN DAILY READINGS
OF
BAROMETER, ANEROID, THERMOMETER, ANEMOMETER, & OMBROMETER.

May.		Barometer.		Aneroid	Thermometer.		Wind.		Rain.	
Day of Month.	Day of Week.	1851	1850	1851	1851	1850	1851	1850	1851	1850
16	F.	30.14	29.94	29.97	64.	67.5	E.S.E.	S.S.E.	0.00	0.46
17	S.	20.17	29.94	29.79	68.5	76.	S.E.	O.	0.00	0.00
18	S.	30.10	30.07	29.93	71.	74.5	S.E.	W.N.W.	0.00	0.00
19	M.	29.97	30.07	29.78	73.5	70.5	S.S.E.	E.S.E.	0.00	0.00
20	Tu.	29.87	29.89	29.83	75.	66.5	S.S.E.	E.S.E.	0.00	0.00
21	W.	29.87	29.56	29.60	74.	69.	N.W. to N.E.	N.W.	0.00	0.16
22	Th.	29.58	30.14	29.81	69.	68.	N.E. to E.	W. to E.S.E.	0.00	0.03
								Total	0.00	0.65

Shanghae, 23d May, 1851.

PHRASES IN THE SHANGHAE DIALECT.

ê pronounced as a in fate.	e pronounced as in met.	o pronounced as in not.
â „ „ „ far.	eu „ „ „ jeune.(Fr.)	u „ „ „ run.
ā „ „ „ fall.	í „ „ „ me.	ú „ „ „ rule.
a „ „ „ fan.	i „ „ „ pin.	ü „ „ „ une.(Fr.)
	ó „ „ „ no.	

170. Is this fruit good to eat?	第个菓子好吃个否	*Ti kó kú tsz, hâ chuh kó vâh.*	This fruit good to eat or not?
171. It is yet green and not fit to eat.	現在生拉哩勿好吃个	*Yih zê sâng lâ li, feh hâ chuh kó.*	Now green, not good to eat.
172. It must not be eaten, I fear it will make you sick.	吃勿得个只怕要生病个	*Chuh feh tuh kó, tseh pó yâ sâng ping kó.*	Eat no can, only fear will produce sickness.
173. Wait a few days till it ripens and it will be good.	停兩日熟之末好吃者	*Ting liâng nyih, sók tsz meh, hâ chuh tseh.*	Wait two days, ripened, good to eat.

CONVERSATIONS WITH SHOPMEN.

174. How are you—have you eaten rice?	請呀請呀飯用末	*Tshing â, tshing â, va yúng meh.*	(A form of salutation.) Rice used or not?
175. I have eaten rice—how is business?	飯吃者生意忙拉否	*Va chuh tseh, sâng i mong lâ vâh.*	Rice eaten, business hurried or not?
176. Pretty good—not remarkably brisk.	正好勿忙殺	*Tsung hâ, feh mong sâh.*	Just good, not hurried kill.
177. Pray take a seat. I have one.	請坐請坐有哩有哩	*Tshing zú, tshing zú. Yeu lih, yeu lih.*	Pray sit, pray sit. Have, have.
178. Will you smoke? Thank you, I dont smoke.	用煙多謝勿吃煙个	*Yúng yí. Tú zié, feh chuh yí kó.*	Use smoke. Many thanks, not eat smoke.
179. Take some tea. Thank you.	用茶謝謝儂	*Yúng tsó. Zié zié núng.*	Use tea. Thank thank you.
180. I wish to buy some silk.	我要買點紬	*Ngú yâ mâ ti tsuh.*	I wish buy some silk.
181. What kind of silk do you wish?	儂要買啥个紬	*Núng yâ mâ sâ kó tsuh?*	You wish buy what silk?
182. I wish that manufactured by *Lóh**,	我要買陸機紬	*Ngú yâ mâ Lóh ki tsuh.*	I wish buy Lóh's loom silk.
183. What color do you wish?	儂要買啥个顏色	*Núng yâ mâ sâ kó nga suh.*	You wish buy what color?
184. I wish blue.	我要買藍个	*Ngú yâ mâ la kó.*	I wish buy blue.
185. This is not good enough—bring some better.	第个忒邱要担好个出來	*Ti kó tuh tiuh, yâ ta hâ kó tseh lé.*	This too bad, wish take good out come.
186. This color is not bright.	第个顏色勿鮮明	*Ti kó nga suh feh si ming.*	This color not pure bright.
187. Bring some of a bright hue.	要担鮮明个出來	*Yâ ta si ming kó tseh lé.*	Wish take pure bright out come.
188. Do you wish figured or plain?	儂要花个呢素个	*Núng yâ huó kó nyí sú kó?*	You wish flowered or plain?
189. I wish figured—not plain.	我要花个勿要素个	*Ngú yâ huó kó. Feh yâ sú kó.*	I wish flowered. Not wish plain.
190. I do not like this pattern.	第个花頭勿好勿中意	*Ti kó huó dau feh hâ, feh tsúng i.*	This figure not good, not please.

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* Considered the best.

THE
NORTH-CHINA HERALD.

SHANGHAE, 24TH MAY, 1851.

NOTICE.—TRINITY CHURCH, will (D.V.) now be open for Divine Service, every Sunday. Hours of Service 10.30 A.M. and 3 P.M.

Bibles, Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. WRIGHT, the *Sexton.*

JOHN HOBSON,
Chaplain.

NOTICE.—Public Worship is held in the new School-room, on the premises of the "London Missionary Society," every Sabbath, at half-past 9 A.M.

Shanghae, December 5th, 1850.

ADVERTISEMENTS received for insertion up to *Friday night* in each week.

TO CORRESPONDENTS, AND CONTRIBUTORS.

ANONYMOUS communications on matters of public policy, or general interest; will be thankfully received: as also any hints or suggestions for the improvement of our print, or in aid of our objects.

Contributions duly authenticated with the writer's name and address, will at all times receive due attention. The names of correspondents and contributors will not be published, if they prefer any other designation.

We cannot pledge ourselves to return papers not published.

An Editor's box will be kept at the office, for the reception of all communications.

NOTICE TO THE PUBLIC.

A Series of the *Diario de Manila,* has been left at our office without address, containing January, February and March papers.

BIRTH.—May 12th, at the British Consulate, Ningpo, the Wife of PATRICK HAGUE, Esq., H. B. M.'s Vice-Consul, of a Daughter.

LATEST DATES.

England,	24th Feby.	Port Philip,	17th Sept.
Calcutta,	10th March	Sydney,	14th Nov.
Bombay,	19th March	Amoy,	1st May
Madras,	14th March	Hongkong,	3rd May
Singapore,	7th April	Ningpo,	15th April
Penang,	3d April	New York,	13th Feby.
Batavia,	25th March	San Francisco,	26th Feby.
Manila,	7th April	Sdwich. Islands,	1st March

THE *Times* in an article upon the varying and unsound policy of Mr. D'Israeli as a partyleader, and the elements of opposition to the late ministry, after warning the parties who had refused their assisting votes to Lord John at the late crisis, thus sums up.—

> Those changes amount to a difference of 33 on the division of last year, and, had they been uncompensated, would have made the division this time twelve against Ministers. Happily they were compensated by the more careful attendance of English members. But the casual conversions or vacillations of individual members are of very little consequence compared with the beneficial results of our commercial policy. The present difficulties of some landlords and tenants may be traced with certainty to some temporary causes aggravating the natural results of a translation. While, with other Free-traders, we desire nothing more than the natural and market price of agricultural produce, whatever that may be, we have no wish to see an important and meritorious class in difficulty and distress, nor do we expect to see it long in that state. However, time will show. Meanwhile these convulsive graspings after last protection can do nobody any good.

There never can be any alteration made in long established laws, but some party will be the sufferer. For a long series of years, in fact, throughout the whole of the continental war of the end of the last and the first fourteen years of the present century; landlords and farmers, the whole Agricultural interest in fact, were paramount, and enjoyed the smiles of power and the protection of the ministry. The closing of the continent enabled landlords to obtain exorbitant rents, and as a matter of course there being no competition in the market, our farmers obtained enormous prices for their produce. But Peace at length blessed the land after a long and desolating war, whereby upwards of £400,000,000 of National debt had accrued as an heir loom to Great Britain's yet unborn children,—and which must descend from generation to generation, as an incubus, which can only be diminished by slow degrees, by the increase of prosperity at home and abroad. It were idle to go through the various schemes adopted by successive ministers to bolster up the old high war-rents of the landed interest, after the consolidation of peace. Many abortive attempts were at length swept away by the great famine of 1846, and Corn and Navigation Laws have at last been consigned to the tomb, amidst the rejoicings, of all but those more particularly interested in maintaining things as they were. A triumphant answer to all the cavillers against these great national measures, is found in the growing prosperity of our merchants, traders, mechanics, and artizans, and in the very fact, that in the face of the outcry of certain great landed proprietors and their myrmidons, the price of wheat is still a remunerating price to all industrious and skilful farmers. Wheat is a grain that seldom greatly increases beyond the wants of a highly civilised people. When a sufficiency of that is obtainable, society is in a state to require other more expensive and more valuable crops for domestic animals. With all the fertility of the Ilinois and Texas, and the vaunted harvests of *Tamboff* to beet, notwithstanding the great importations of the cereals into into Great Britain, where is the surplus? should a year or two of scarcity supervene, would it be found that the Granaries of Great Britain contained more than a sufficiency for the demand?

It may be asked, *cui bono*—these remarks—How does the agitation of the Corn and Navigation question affect us here? In many ways. So long as a final settlement of these questions is allowed to agitate our Merchants at home,—so long as the almost extinct protectionist party, is allowed to do serious damage to a ministry, bent upon extending the freedom of trade, and the benefits of reciprocal exchange of all the commodities and productions of different countries;—so long must our commerce be hampered and restricted within narrower limits, than are indispensable to the welfare of our rapidly increasing population, at home and abroad, in our Colonies and Indian possession;—the healthy action of mercantile enterprise is thereby cramped and benumbed, and we cannot enter upon that widely beneficial and expansive policy, which should mark the most mercantile people of the nineteenth century.

Let Great Britain look well to it, for, if she fail to put forth all her energies at the present time, she will soon be outrun in the race by her eldest-born, her thriving and adventurous child, America.

WE regret to hear of the failure of the *Eu Tai* Hong, the representative of which firm, *(Leang Akwun,)* suspended payment a short time ago. The liabilities are stated to be 29,000 dollars, chiefly owing to Tea and Silk merchants, and the assets at 9,000 dollars. We understand that a composition has been made with the Creditors and the Hong has arranged to recommence business in a few days. No foreigners are involved in this failure, the debts being entirely due to Chinese.

AT a time when much public interest has beeen excited about Formosa, by the unhappy fate of so many of our fellow countrymen, by the wreck of the *Larpent* and the massacre of her officers and crew, as narrated in our last publication; it may not be amiss to give some account of that island, of which so litttle is known, but whereof several notices can be culled from the writings of persons who have accidentally visited it.

The following short introduction to the island is gathered from Dr. Williams' *Middle Kingdom,* 1848, p. 117:—

> The island of Formosa and the group called the Pescadore islands, lying between it and Amoy, together form a department of this province. The limits of Chinese jurisdiction on Formosa, according to native maps, extend over half the island, reaching no further east than the *Moh kan shan,* a ridge of mountains running through the middle of the island. The island is called Taiwan (i. e. Terrace Beach) by the Chinese, but this name is applied more accurately only to the department, and not to it as an island; the Chinese portion is about 250 miles long, and 80 broad, inclosing an area of from 12 to 15,000 square miles. The population is perhaps 2,500,000; the prisoners captured from the British ship *Ann,* in 1842, represented that part of the island which they passed through as being well cultivated. It is fertile, possesses a salubrious climate, and is well watered, in every respect meriting the name of Formosa. The rice trade alone between it and the maritime provinces employs about three hundred vessels; other products give rise to a large trade, of which camphor, salt, sulphur, maize, fruits, and timber are the principal.
>
> The city of Taiwan lies in the south-western part, and is described as a large place. The western coast presents no harbors, and vessels lie a long distance off the shore, exposed to great inconveniences when lading. Kilung at its northern extremity is the only good port, but on the eastern shore Benyowsky found several secure harbors. Some of the aboriginal inhabitants have been driven or have removed east of the mountains, but most of them have become partly incorporated with the Chinese settlers, or live in villages of their own, under the general supervision of Chinese officers. A still greater proportion of the aborigines pay no allegiance ot the Chinese, and many of their villages are still found west of the mountains. They are divided into numerous clans or tribes, like the North American Indians, and strifes among themselves prevent all systematic opposition to the encroachments of the Chinese. So far as is known these aborigines have no written language, and no other religion than the respect paid to sorcerers and demons; the Chinese represent them as being free from theft and deception, and just in their mutual dealings, but revengeful when provoked. They are of a slender shape, olive complexion, wear long hair, and blacken their teeth; some suppose them to be of Malayan or Polynesian origin, though further investigation will probably show that they are allied to the Lewchewans. The Chinese had no knowledge of Formosa until A. D. 1403, and their sway was not established over it until 1683. It has always been a misgoverned, turbulent region, owing to a variety of causes, among which no doubt the intermixture of the half civilized natives with the restless Fuhkienese, and their insubordination developed by the extortion and cruelty of imperial officers, are the principal; a great emigration is constantly going on from the main, and lands are taken up by capitalists, who not only encourage the people to go over, but actually purchase large numbers of poor people to occupy their lands.

The eastern side of the island is scarcely known, and is supposed to be still inhabited by the aborigines.

> The channel which separates Formosa from the mainland of the Chinese coast is from 75 to 120 miles in breadth. In this channel, rather nearer to Formosa than to the mainland, is a cluster of many small islets, with two larger islands among them. These islands, called by the Chinese Panghoo, and by Europeans the Pescadores, are under the jurisdiction of Formosa, and are occupied as a naval station. Pehoo, the largest, affords a good and safe harbor.
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> Taewan was formerly an excellent harbor, but, being in almost every direction lined with breakers the sands have in the course of time so accumulated round it, as to render it inaccessible to any vessels but such as are of very light draft; and these sands, often shifting from place to place, also render the entrance very dangerous [illegible] to small vessels. No European vessel, we think, has ever attempted to enter it, since the expulsion of the Dutch in the year 1662. The *Lord Amherst,* in 1832, visiting a place a little to the northward, could not approach within several miles of the shore; and the largest Chinese junks were obliged to anchor outside, and to land and receive cargoes in lighters. The same is true of nearly the whole western coast of the island. In 1824, the Jamesina made a cruize from one end to the other of it. She first steered for Taewan, but, "in consequence of sands which lie off it, could not get within ten miles of the shore, which is so low that only the tops of the trees and highest houses could be seen. About sunrise, the high mountains in the interior were generally seen, but during the day they were always obscured." Those on board were "readily supplied here with water and provisions, at moderate prices, and many little articles of manufacture peculiar to the island were brought off." Being unable to sell any of her cargo here, "she ran to the southward, as far as 22° 20′ N., without being able to find any good harbor or roadstead." She then returned to Taewan, procured a pilot to proceed to the northward, visited Lokan, in lat. 24°, and then continued her course to Tongkan, about 40 miles further. These places were mere roadsteads. The *Merope* also visited Formosa in July of the same year. Being driven off Taewan by a heavy gale, she ran to the northward, and, when the gale moderated, found herself off the town of Tamsui (Tanshuy), near the northernmost end of the island. Here, being desirous to find a place where she might refit, the natives recommended her proceeding to Kelung harbor, on the north-east of the island, which was "found to be a most excellent and secure harbor, perfectly landlocked, but rather difficult of entrance, owing to a rapid tide of five and six knots sweeping past the mouth." The depth of water is 20 fathoms close to the rocks, and 60 fathoms a mile off. A survey of this harbor was made by the commander and officers of the *Merope.* The entrance is rather more than half a mile wide. Merope's bay is an anchorage somewhat exposed to easterly winds, on the west side of the bay. Killon (Kelung) harbor is at the south-west end. The passage from the anchorage here to the town of Kelung, about a mile distant, is shoal. On the east side of the bay, under the shelter of coral banks on the north, and of the land to the east and south, the *Merope* rode out a severe typhoon. Both Kelung and Tanshuy were garrisoned by the Dutch when they had possession of the island. The position of the former is in lat. 25° 16′ north, long. 121° 43′ east, that of the latter about lat. 25° 12′ north, and long. 121° 20′ east.
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> In 1827, the *Dhaul*[illegible] visited the same ports as had been visited by th[illegible]*esina* and *Merope.* She also rounded the north-eastern point of the island, and proceeded down the eastern coast, about 30 miles to the mouth of a small river, where was a town named Caballan or Kabatah. She visited also the southernmost part of the island, and remained there several days, anchored in an open roadstead. We have to regret the want of any details respecting this cruize; and we are surprized that hitherto no attempt has been made to learn what commercial facilities exist on the eastern side of Formosa, where the Chinese government has at present no possessions.—*Chinese Repository, vol. 6, p. 10.*

We extract the following account of the encroachments of the Chinese on the native population, and the valuable cultivation of Sugar, and trade carried on between Formosa and Fuhkeën:—

> Formosa, from its position, fertility, high state of cultivation, and dense population, is the most important acquisition of territory, which has been made to the Chinese empire by the present dynasty. Comparing this island with Java or Luçonia, which have been governed by a policy superior to that of the Chinese, we must, after an impartial examination, declare in favor of Formosa, as being by far the most valuable possession. The reason for this preference, we do not find in its being of greater extent than the other islands, for it is the smallest of the three; nor in its harbors, for most of them are very unsafe; nor in its fertility, for in this point too it is inferior to both the others; but in a numerous, industrious, population, which on account of the climate can lay the soil under more heavy contributions, than the enervated inhabitants of the south. According to the best accounts we have, there are no less than two millions of Chinese in Formosa engaged in the cultivation of sugar and rice, and about 400 vessels continually plying between the island and the Chinese coast. When it is taken into consideration, that a great part of the sugar consumed in the northern provinces of China is produced on this island, and that millions of the people in Fuhkeën depend almost entirely for their support on the rice imported from thence, we may fairly conclude, that great numbers of laborers are always at work to supply these wants. Many parts of the opposite shore in Fuhkeën are so barren, that without the aid of the oil-cakes from Formosa, used in manuring the sandy hills; even the sweet potato, would not be produced.
>
> Under such circumstances it may be easily conceived, that the intercourse between these two countries is very brisk; they are mutually dependent on each other for existence, Formosa furnishing the nourishment, and Fuhkeën the people for extracting it from the soil. Ever since this island first came to the notice of the Chinese, there has been a constant influx of emigrants from the south-western parts of Fuhkeën. They have gone on increasing to this very day, and the western division of the island is already too small to contain them; hence they have commenced cultivating the northeastern parts, and probably will not cease from their encroachment until every inch of ground is taken from the natives. The government, alarmed at such a rapid increase of colonists, early made laws for repressing their enterprise, but has not succeeded in its impolitic efforts. The whole island will very soon resemble the most thickly inhabited parts of China, and be able to send colonists to other countries. We are surprised that the Chinese do not pursue the same course in Luçonia, as they have in Formosa. A little colony, which, during the Dutch administration was of no value whatsoever, because it produced nothing of importance, now greatly exceeds any and all European establishments of a similar description in the east. What would such a fertile island of Luçonia become, if it could be cultivated by an equally industrious population!
>
> The same considerations, which attract so large a number of settlers, strongly tends also to make it the abode of a race of outlaws—thieves and swindles, who have been obliged to fly from their country. When once they have reached Formosa, they retire to the distant hills, and there live without constraint, not dreading the avenging arm of justice. These are the men, who, heading rebellions, so frequently distract the island. It is well known also, that the officers sent thither, feeling themselves freed from responsibility, often adopt arbitrary measures and extort heavy sums from the people. This has been so constantly done, that the colonists, to protect themselves, enter into close compacts, and by combining together often defy the power of their rulers. When, however, their oppression is too severe, and they are convinced they will be the weaker party, they either yield quietly or betake themselves to the mountains, and associate with the lawless vagabonds, who inhabit those retreats. When a fit opportunity for taking revenge has arrived, they descend upon their oppressors, and the governmental forces are often defeated. Hitherto the rulers have never succeeded in putting down, entirely, these outlaws, whose strongholds are almost impregnable. The policy of bribing the chiefs to submission, and of making a few helpless wretches the victims of their wrath, so common among the Chinese, has been repeatedly and most successfully adopted. But the flame of insurrection is not thereby extinguished, and but few years ever elapse in which the contest is not renewed.—*Ibid, vol. 6, p.* 418.

We shall close our present notice with some account of the Eastern part of the island, as given in the memoir of Count Benoywsky:—

> Formosa, the 'beautiful,' is called by the Chinese Taewan, and by the natives, Pacca, or Paccahimba. From all accounts, the western division of the island well deserves the name which the Portuguese gave it. But the eastern portion has been said to be uncultivated and barren; on what good authority, we know not. Our author, who wrote more than sixty years ago, and who had seen no part but the eastern, describes it as "one of the finest and richest in the world." Instead of being uncultivated entirely, he says, "the soil in numberless places produces two harvests of rice and other grain annually, with a great variety of trees, fruits, plants, animals and birds. Cattle, sheep, goats, and poultry are very abundant here." The country is well watered, and the waters abound in fish. The mountains produce gold and silver, cinnabar, whith and brown copper, and fossil coal. He fully confirms the opinion that the coast has many commodious harbors and bays. Sounds are formed by the islands, which line part of the shore, between which are inlets leading to the main island. The counts states that the inhabitants are civilized, except a part of them who dwell by the seaside; and confirms it by their use of books, the cultivation of their lands, and by their buildings. But nothing which he has written goes to convince us that they have advanced at all beyond semi-civilization. On the other hand, Chinese books described the natives as altogether uncultivated, and barbarous; but at the same time allow that they are of a gentle disposition among themselves, but implacable towards their enemies; having no laws or civil government, and without any tokens of religious worship. But we cannot fail to recollect that the Chinese apply the epithet "*barbarian*" impartially to any and all of the unfortunate race of man, who have not yet felt the transforming influence of the celestial empire. The count moreover allows that the natives are effeminate, cowardly, and indolent, rather indubted to the goodness of the soil than to their own industry, for preservation. He asserts, however, that they did not show a thievish disposition. The sands of the rivers they washed to obtain gold, but resorted to no more laborious mode of gathering the precious metal. Blue cotton was the clothing of the common people, if clothing it might be called, which was no convering. The towns were always built on the plains, and the villages on the mountains. The houses of men of rank were extensive but plain, and the apartments of the females were separate. Those of the people were mere hunts, "and they were not permitted to build better."
>
> The Chinese possessed the three western of the 'eight principalities' into which the islands is divided; and besides these, their officers on the frontiers by intrigue and alliance have acquired several other districts, and are constantly extending their jurisdiction eastword. Notwithstanding the assertion of the Chinese books, that there is no regular government among the unsubdued natives, the count assures us, that the unconquered districts are ruled by independent chiefs who have unlimited authority over their subjects. The right of soil belongs to the chief alone; but the subject reaps advantages from cultivating it. Veteran officers or soldiers are placed in command over towns and villages; and there is no village, if we may trust the Memoirs, which is not under the oversight of a soldier, who in turn is subject to his superior. Domestic slavery is greatly practiced; some of the principal people had hundreds of slaves. The chiefs have a body guard of a few hundred young men, and keep a number of vessels, each with two masts and twenty-four oars; but they make no use of cannon.
>
> In each district there are five or six towns where instruction is given in reading and writing. The count declares that they obtain their books from China, and that their characters for writing are as difficult as the Chinese. If this be so, it is probable that their liberature was quite dependent on China for its origin; and that they either derived from thence the knowledge of writing, or that the Chinese mode of writing has supereceded their own, or combined with it, as in Corea and Japan. In the matter of religion, the count quite disagrees with Chinese authors, affirming that the religion of the people consists in adoring one God, and in the performance of good offices towards their neighbors. But we do not attach implicit reliance to the count's testimony on this subject; because we judge that he was not so nice an observer on this point as on some others. Their pure and simple theism, like that of the Chinese which was once so lauded, will probably prove to be an idea always unknown, or long since lost, among the people. But all agree, however, in describing them as free from any tokens of idolatry, yet as subject to the influence of conjurers and diviners;—in these respects bearing much resemblance to the aborigines of North America.
>
> In conclusion we would say that we have quoted from this curious book, rather because it speaks of a subject quite unknown, than because it is of undoubted veracity in all its statements. They are the observations of a military man, observing and shrewd, and designed, no doubt, to give on the whole a favorable aspect to his proposed enterprise of colonizing the island. But since we do not find his Memoirs have been corrected by subsequent observes, so far as they have had opportunity to verify his statements relative to other subjects treated of in his book, we supposed that these may in general sustain the same test, if any one shall ever be permitted to visit the same ground. He evidently intended to return and risk his own fortunes on the island, but was subsequently diverted from his design by the offer of royal patronage in Madagascar; so that our knowledge of eastern Formosa remains at the present day as it was half a century ago. Enough, however, is known to show that the acquisitions of further knowledge is practicable. The anchorages are good and numerous. Though he did not see the "gigantic race of negroes" which Valentyn declared might be seen there, yet he found an olive colored people, with whom he held a varied intercourse; a country already to some degree furnishing the means of trade, and with proper motives to the cultivators, capable of a vast increase of such means; he found them not exempt from the vices of such a state of semi-barbarism, but without idolatry.—*Ibid, vol.* 5, *p.* 502.

OUR Correspondent Z., will observe that we have omitted two words in his original letter, without, however affecting the general tenor of his argument, and in which we fully concur.

SHANGHAE, 21st *May,* 1851.

To the Editor of the
"NORTH-CHINA HERALD."

SIR,—British Residents in China have too frequently had good reason to complain of the cold attention given at home to Chinese affairs, whether they involve the Sacrifice of a few lives to "Chinese prejudice" in the South, or the abandonment of British Rights in deference to the "will of the people" in the North.

The recent atrocity at Formosa, may however arouse attention, and help to convince the public in England that the Chinese are not the Celestial Doves they are too often believed to be; whilst it is fortunate that there are survivors to tell the melancholy story, checking all remarks in the pages of the *China Mail* of "assaults on women," &c., &c., bringing down on the unhappy sufferers the vengeance of the otherwise harmless villagers. The plain, naked truth, Sir, should be published aloud! That on an Island not four hundred miles from Hongkong, lying midway between a British Colony and the Northern Ports of China, nineteen British shipwrecked Seamen are slaughtered in cold blood, shot down in their efforts to escape from Chinese Savages without Pity, and Sir, *without cause.* No libels on the dead now! no trumped up stories of outraged women in this case! for there are those alive who can vindicate the memory of the dead, and thrill us with an unvarnished tale of—*wilful murder.*

Surely Sir, Englishmen have a right to call attention from their countrymen who live at home, to an atrocity like this, and to claim from their Government something more than an acknowledgment of their "right to self-defence." England's strength should surely be exerted not merely for the protection of her Commercial Intercourse with China, but to be felt and respected by the Chinese themselves in every Corner of the Empire. Let it no longer remain a blot on her fair fame, that whenever British lives can be sacrificed to Chinese hatred, so surely will the offering be made! Once more has the truth of this been sealed with blood! but use your influence, Sir, that it *has been for the last time.*—Yours,

Z.

PEKIN REPORTER.

SUMMARY AND EXTRACTS.

Nos. 10 to 15 (10th to 21st March, 1851,) contain a succession of Decrees and Memorials relative to the *Kwangse* rebellion, which has been gradually extending itself all over the province and across into the neighbouring vice-royalties. In No. 15, His Majesty, in a rescript to a Memorial from *Luh Yuenlang,* Governor of *Kwangse,* commands the Viceroys and Governors of *Honan, Fuhkeen, Yunnan,* and *Kweichow,* to secure their borders most carefully against the entrance of bodies of runaway rebels out of *Kwangse,* and makes these officers personally responsible for the consequences of any inattention to this Edict. In No. 17, His Majesty condemns to banishment and slavery *Min Chingfang,* a General of Division in *Kwangse,* for cowardice and inactivity in prosecuting the exterminative measures against the rebels, and at the same time authorises the Imperial Commissioner under martial law to decapitate upon the spot any officers found faulty in the hour of trial. In No. 18, *Woolantae,* Lieut. General of the Canton Garrison, and *Tooyung,* Salt Commissioner in *Hoopih,* (formerly *Tuoutae* of Formosa when the massacre of the crews of *Ann* and *Nerbudda* took place, and spoken of in the late Edict disgracing *Keying* as "a faithful servant of the Crown") are ordered by special post to *Kwangse* to put themselves under the orders of the Imperial Commissioner there. In No. 19, His Majesty replies to a Memorial (which we notice below,) from *Le Singyuen* and *Chow Teentsin,* reporting a successful engagement with the rebels on the 3rd day of the 2nd month, at *Kweiping Heen,* and directs them to draw up a report upon the merits of the officers, who have distinguished themselves therein. He then accedes to the entreaty of the Commissioners to be allowed to delay the levy of any further taxes in *Kwangse* until the Military operations shall have been brought to a close. After this he confers upon *Heang Yung,* Generallissimo in *Kwangse* the title of *Hotin Patooloo.* In No. 21, Various honours are conferred on a number of the authorities of *Kwangtung,* in consequence of a series of successful engagements with the rebels on the 7th and 8th of February last, at *Shehching* and *Lingshan Heen* on the borders of *Kwangse.* The Governor of *Kwangse* also reports some successes obtained about the same time against parties of the rebels on the southern border of that province. In No. 22, The Emperor quotes a further Memorial of the Commissioner reporting continued victories on the side of the Imperialists in the beginning of the 2d month. In No. 23, the Imperial Commissioner reports a number of seizures made from time to time, of small bodies of the rebels and their execution under martial law. No. 24 gazettes a decree, in which His Majesty endeavours to reassure the inhabitants of the distressed province. He therein speaks of the victories already gained, which must have struck terror into the rebel bands; he tells them that notwithstanding these successes he has ordered 3,000 picked men from *Hunan, Yunnan,* and *Kweichow,* and 1,000 of the "strong soldiers" of *Gankwuy,* (a body of men famous as being the most powerful troops in China,) whom he has placed under valiant and tried Commanders with a certain hope of eventually subjugating the whole province; and he encourages the gentry and mercantile body to form into a militia and so drill themselves into discipline as to be able to render important aid to the troops of the line. In

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vol. 5, p. 502.

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REPORTER.

AND EXTRACTS.

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No. 26, (12th April, 1851,) a special Decree deputes the Tartar Minister *Saeshangah*, (lately appointed a Member of the Cabinet in place of *Ke*[illegible]) to proceed by Government post to *Hoonan*, [illegible] to take superintendence there of the defensive measures against the rebels. He is ordered to take with him as his coadjutors *Patsingtih*, a Tartar General, and *Tahungah*, Lieut.-General, (the perpetrator of the Formosan massacre in 1842), and to convey all the officers of his suite and troops under his command, by the Government post. This is considered an important measure, as it is only in cases of urgent necessity that a *principal* minister of the cabinet is deputed to the provinces with a body of troops to quell a rebellion. The same No. publishes a memorial from Commissioner *Le Singyuen*, reporting bloody engagements during the 3d month with the *Kweiping Heen* division of the rebels, attended with the usual success on the part of the Imperialists. He mentions that all the prisoners taken wore their hair grown full two inches long, and had yellow robes with red girdles; these of course were instantly beheaded. And he assures the Emperor that the rebels in that part of the country are now at their wits' end, driven into the fastnesses and caves of the mountains whence they dare not come forth. He is careful however not to trust to appearances, but to be more than ever on his guard against their machinations.

No. 18, 26th and 27th March, 1871.—The Emperor in a special Edict speaks of the extraordinary absence of snow and dryness of the atmosphere ever since the winter solstice, and the unsettled state of the weather since the commencement of the spring, and notices it as an indication of the displeasure of Heaven, drawn down upon the country by his own unwise measures. To propitiate celestial favor, His Majesty proposes at once to confer posthumous distinction on 27 females who during the past year have preferred death to widowhood, although hitherto such instances have been rewarded by Imperial notice only where the persecution of others has driven the individual to suicide.

No. 19, 28th March, 1851.—*Foothing heun*, Governor of *Keangsoo*, applies for and obtains sick leave, and *Yang Wantiig* Treasurer of *Nanking* takes his place. His Majesty directs the latter to repair at once to *Soochow* and take charge, without previously visiting the Capital in order to be presented on his promotion, as is usually the case. Common report gives the vacant treasurer-ship of *Nanking* to *Liukwei*, late Taoutae of *Shanghae*.

No 20, 3rd April, 1851.—On the complaint of *Luh Keenying* Viceroy of the *Two Keang*, His Majesty commands him at once to remove and order to *Soochow* for trial *Yukking*, Magistrate of *Shanghae*, as also the Magistrates of *Tsungming* and *Lew*. The charge brought against the first of the three is reported to be, embezzlement of public funds.

(Communicated.)

NINGPO.—A large Church was opened for Divine Worship, in the Chinese language at Ningpo, on the 4th instant. It was erected by the American Presbyterian Mission, at a cost including the lot, and a small dwelling adjoining, of between Drs. 3,600 and Drs. 3,700, and presents an imposing appearance, its classic architecture being so unusual in a Chinese city.

MY OWN LOG, SANCILITO CALIFORNIA.

January 27*th* 1850.—Last night another man died; during the past six weeks nothing but the sound of the Carpenters hammer has greeted my ear; in this space of time I have buried twenty-four men, reducing my little Colony to below forty, including all hands; to make coffins to present time I have employed the flooring from the spare tents; but this poor fellow, from my wood having run out, I placed beneath the turf in his blankets. The remaining Coolies say but little, but I fully expect they will all run as soon as the mines open; the water is still two feet deep over the whole valley, with scarcely any intermission of rain; and to comfort me, the natives say it seldom breaks up until the middle of March, by which time, I fully expect, instead of the hardly race of healthy Chinese I brought here, their work alone will exist.

It was shortly after day-light, that I had given orders for the burial of the poor fellow mentioned above, when at the same instant I could hear the sound of horses foot steps in the distance, and shortly afterwards a party of hunters hove in sight, approaching my horse at full gallop; upon their arrival, I found them to be friends from a neighboring rancho, who were going after Bullock, and insisted upon my accompanying them to the chase, which at first I refused to do, alledging that the continual rains had so swollen the many streams we had to cross, as well the hill sides being in that state, that the horses in descending would be sure to slide; consequently placing not only the horse, but my own neck in considerable jeopardy; but remonstrance was in vain, my horse which was out grazing they soon caught, and I was forced to comply with their wishes. After a hasty breakfast, we took our departure for the mountains, and soon came in sight of several herds of wild cattle; but the Indians had not yet arrived with the tame oxen, to which, as the wild are lassoed, they are attached by the horns, and led off to the place of slaughter; we therefore to pass the time away until their arrival, went in search of some young and beautiful colts, seen lately pasturing out here; we had not proceeded far, when great was our annoyance at finding the carcase of one of the finest laying close by a thicket, having been carried there by a bear; and greater still was the vexation, that none of the party had their rifles with them, or possibly master Bruin might have paid the penalty usually experienced by such desperadoes in similar cases.

The Oxen having now come up, and each Indian appointed to his allotted station, we dismounted to secure the girths of our saddles; this over, we reascended the hills, and a herd was soon selected from which the cattle intended to be captured were cut out. Then commences one of the most exciting scenes witnessed in the chase; the herd, by the time we had started for it, had mustered more than a thousand strong, bellowing and pawing the ground at our approach, with great fury; but this was not to deter men accustomed to such work, and at it they went in right earnest, dispersing the Bullocks in every direction, giving no enviable position to one like myself unaccustomed to such work; the hills too were in a dreadful stated and frequently the horses would slide two and three yards at a time; however California horses are sure footed creatures, and accidents from falls but seldom occur. It was now getting late in the day, the Bullocks caught were sent on in charge of the Indians, and as we had a long distance to ride before reaching home, some of the party proposed dinner: at this I stared, wondering who had been carrying provisions, to provide a dinner with, but I was soon set at rest upon this point, by seeing two Spaniards start off in quest of a Bullock; and others preparing to make a fire, after collecting all the dried branches they could, from the bushes close at hand. In about a quarter of an hour a fine heifer was caught brought down and killed, and almost before the knife was drawn that stuck it, each man was cutting and selecting for himself. The pieces selected were thrown into the fire and roasted, which being soon done, were drawn out, and the cinders shook off, when without the aid of salt or bread, was relished as much after a hard days hunting, as would ducks and green peas be in April or goose at Michaelmas.

W.

(From the New York Mercury, Jan. 16.)

WHITNEY'S PROJECT OF A RAILROAD TO THE PACIFIC.—Washington, Jan. 10th.—It is to be decided, at the present Session, whether Congress will adopt Mr. Whitney's plan for a Railroad, or any plan at all. The public mind, capacious always of great schemes for great objects, is prepared for the commencement of this great work, as has been shown by the action of twenty-one of the State Legislatures, and by public opinion as manifested through the press. Some of the views in favor of this project I gather from the documents before Congress, and from the late lecture of Mr. Whitney in this city.

An intelligent writer has remarked upon the personal appearance of Mr. Whitney, as indicative of his energy of mind, and his designation by Providence for the accomplishment of beneficent and glorious objects. Mr. Whitney has pursued his object with untiring perseverance, for nine years, and has produced an impression favorable to his gigantic scheme in both hemispheres.

First, then, let us look with him, at the map on which Europe, Asia and America are projected, so as to show us the position of North America, in relation to Europe and Asia. It will be seen that the western side of Europe which looks towards America, is densely peopled, and is highly commercial. The eastern side of Asia is also thickly peopled and commercial, and looks, from the west, toward, America. In Europe and in Asia, as you go back from their coasts, you find the population still crowded, and producers of food. The producers of food are nine-tenths of these races, and the remainder are carriers, and traffickers. Europe has even been supplied by Asia with tropical productions; and, for three hundred years, has looked for a nearer route across this Continent to Asia.

The projected railroad will draw the commerce of Europe and Asia through the middle of our country, thus giving us a double coast of trade, and a double depôt of commerce—one on the Pacific, and the other on the Atlantic. This channel of commerce passes through the middle of the population of the globe, and in a direct line east and west. The population of China and Japan is one half of that of the whole word, and it is all between the parallels of twenty-two and fifty; while the population of Europe is above 40°, placing nearly all on the same belt.

What other route than that across the Continent as proposed, can give equal facilities for commerce between England on one side, and Southern and Eastern Asia on the other? The Panama, Nicaragua and Tehuantepec routes have been long looked to, but they are objectionable, on account of climate, the want of harbors on either side; shoals and shallow waters; calms and tornadoes; a temperature destructive of animal and vegetable products, and injurious to manufactured goods; still more objectionable are these routes on account of distance. The calculations of distances settle the question. The distance from England is less by the Cape of Good Hope by several thousand miles than by the Isthmus, and would be the channel of commerce between Europe and Asia, even were the Isthmus an open sea.

From China to England, *viâ* the Cape of Good Hope, in the season of the N.E. monsoon, is 13,330 miles, and the number of days required is 107; during the S.W. monsoon is 15,558 miles, and 129 days. The difference is 2,228 miles and and 22 days against the Nicaragua route. From England to Singapore the difference against the Nicaragua route is 3,488 miles. The distance from Sydney to England, *viâ* Cape Horn, is 2,018 miles against the Nicaragua route.

The distance from England to Valparaiso, *viâ* Cape Horn, would be 422 miles in favor of the Nicaragua route, and 300 miles more in favor of the Panama route, while the Tehuantepec route would be longer than the Cape route. The homeward voyage to England would, owing to favourable winds and currents be in favor of the Cape route.

As to our own commerce from the Atlantic with the Pacific, it cannot, of itself, be, for a long time, very important. We are now building up the Pacific interest at our expense, and the country on the Pacific will not, after a while, find it their policy to pay duties for the benefit of the U.S. government. When the gold mania shall cease, as it must, there will be no very important trade between the Atlantic and the Pacific. American immigration into California will cease, and the Pacific region will be filled up from China and other parts of Asia. If we wish to retain a political or a commercial connexion with the Pacific coast, we can do it only by means of a continental railroad.

The productions of Asia will be brought to our Pacific coast, and be there exchanged for the commodities of the temperate zone. By a Railroad across the American continent so far North that the sphere of the globe will shorten the distance between Europe and Asia, we shall convert a wilderness into an agricultural and populous country, which will be settled by the surplus population of Europe. These wild lands will create the means for the construction of the road, and for the support of a large population in independence and comfort.

Another route, across the continent, from Memphis to San Diego, has been suggested, but it is believed, and can be easily shown to be, impracticable, by reason of elevations, deserts, and the want of means of constructing the work, or of supporting a population. The road by that route would cost two or three hundred millions, and there are no means to support it, and the people would never submit to the tax which appropriations for the object would involve. Tolls could not be relied upon to support it, and the distance between England and China would not be shorter by that route than by the Cape of Good Hope.

Again, it has been proposed to commence the road at St. Louis, making that city the great depôt of the commerce of the world. The route from St. Louis to Platte River is difficult, but from that river to the Pacific it is feasible. But the means of construction do not here present themselves. The lands on the route through Missouri are already occupied, and beyond Missouri for 150 miles they are in possession of the removed Indians, and the faith of the nation is pledged that they shall not be disturbed. Their lands cannot be taken as means for constructing the road, and beyond them, towards the Pacific, there is no timber, and can be no agricultural production to invite settlement. Therefore this route is hopeless.

The materials for the construction of a road of such extent, and the means for sustaining those engaged in it must be found on the line, or at its commencent, so that settlement must progress with the road. Through an entire wilderness no money could build the road. But nature has found the route and found the means, and no power nor ingenuity can change it.

By starting at some point on Lake Michigan, thence going to Prairie du Chien, thence due West to a bridging place on the river, and thence to the South Pass, we have a practicable route, and from the lands around the Lake suitable timber for the road, and means for its construction may be obtained. From the Lake Westward, the route for 800 miles lies through lands fertile in corn and wheat, as rich as any on the earth, requiring no preparation for a crop, and nothing but the plow and the sickle.

The land on these 800 miles will furnish means for building, 1,600 miles of the road. The whole distance is 2,030 miles. From the South Pass it is about 700 or 800 miles to Puget's Sound. From Lake Michigan to the South Pass, the elevation is so gradual as to be hardly perceptible to a height of 7,000 feet. Thence, the streams which form the Columbia river may be followed to the Pacific ocean—these being the only waters running west from the Rocky Mountains to the Columbia river or to Lower California. As to means of construction, the first 800 miles of this route will furnish them for 1,600 miles of the road, after which there are good lands, furnishing timber and agricultural products. Between the South Pass and the Pacific the lands may be again relied upon for timber and all other facilities requisite on the route.

This is the only route that can shorten the distance between Europe and Asia, and give a preference over the ocean route. The route from Europe through Panama to China is 16,000 miles, while this will be 11,000.

The lands on this route will furnish the means for building the road, and no interest on the capital need be provided for. The tolls will not exceed the cost of keeping the road in repair. It will be a free road, or will afford a transit so low as to compete with any water carriage. It will, moreover, give employment to the surplus population of Europe, and afford them means of comfortable subsistence.

It will be the means of removing the surplus population of China and Japan, &c., where life is destroyed to sustain life, to the islands in the Indian ocean, and so increase the exchanges of productions of different climates as to benefit the condition of the whole world.

THE important results to the interests of Commerce, which, must necessarily, accrue from the establishment of Tribunals of Commerce, will excuse our giving the next extract.

THE meeting on Wednesday, to promote the establishment of Tribunals of Commerce, was eminently successful. There seems but one opinion throughout the country, as well as in the metropolis, in favour of such tribunals. It is thought that they would not only settle cases of disputed accounts and disputed rights between merchants more readily and cheaply than the ordinary courts of law, but that they would prevent many disputes from ever coming to an issue. Wherever they have been established, there has been a judge or officer before whom complainants must appear, and whose business it is to use his moral influence to soothe the angry passions, and prevent litigation. Before the complainant can proceed further, the reconciling judge must certify that there is a dispute which cannot be settled without the intervention of the tribunal. Under our system, the person who supposes he is aggrieved, goes to an attorney, who is too often disposed to excite strife, rather than soothe anger. Thus trifling disputes are blown into costly suits, by which the members of the legal profession only profit. Under a better system disputes would be nipped in the bud, and then they must receive a legal decision that would be given by mercantile men conversant with the object in dispute, the rules of trade, and the rules of equity by which the dispute ought to be decided. The members of the legal profession have carried their pretensions and their power too far, and have at length made the operation of the law so frequently a complete denial of justice, that it is not surprising that the mercantile community seek the establishment of tribunals which shall speedily adjust disputes, when they arise, by equitable and plain rules, and stifle many in their origin.

Between tribunals of commerce, however—superseding a cumbrous system of law and equity as applied to mercantile affairs—and chambers of commerce, which are rather legislative than judicial bodies—bodies representing the whole mercantile community distinct from the common representation it enjoys with all the other classes in Parliament—there is a wide distinction; and we regret to see that an attempt has been made to turn the attention of the mercantile classes from establishing commercial tribunals to establish a chamber of commerce for the metropolis. A chamber of commerce seems rather destined to make laws and regulations than to settle disputes, and as it never would and never could make regulations exactly like those which the necessities of each case prescribe, we look on it as more likely to increase than diminish litigation. A chamber of commerce, too, seems better adapted to serve the purpose of a few ambitious men than promote the general interests of trade. It may array the mercantile classes against the Government or against Parliament—it may add to agitation and contention, but it will scarcely prevent disputes, or settle them when they arise. It may serve to make the wants of the commercial community known, but that advantage scarcely compensates for the disposition of all such bodies to engross power and interfere with matters which do not exactly concern them. We do not condemn chambers of commerce, but the difference between them and commercial tribunals, and the superior advantages of the latter, ought not to be overlooked.—*Economist.*

COTTON GROWING BY IRRIGATION.

To the Editor of the SPECTATOR.

SIR,—It is very satisfactory to observe that the cultivation of American Cotton in India by means of artificial irrigation, is beginning to be recognised as an undertaking both feasible and important. The principal difficulty is to overcome the Native apathy and aversion to change and to prove to the people the superior value of this crop to one of rice. Then it will be hard to establish a foreign trade in Cotton, in Districts where none now exists, such as Tanjore, while in those where Cotton has been hitherto raised for exportation, irrigation is limited, and the assessment on wet land is generally high.

Merchants will not willingly expend their private capital to foster a branch of trade, merely for the national good, and of which their competitors would speedily take advantage, when once established.

Cleaning the Cotton from the seed, offers another serious difficulty, as the churka is far too slow and expensive in its working, and it seems generally admitted that the cottage saw gin is a failure, from its injurious effect on the staple.

Yet it will not do to fold our hands under these difficulties, if we wish and expect India to reap the benefit of her natural capability for producing good Cotton, as it is clear that the Manchester men are not confining their enquiries to this country, and with such rivals as the Natal Colony, Demerara, and the West India Islands (from whence the Americans derived their first supply of fine Cotton,) and even semitropical Australia, the favorable opening for extending cultivation and trade, now within reach, may be lost to Hindostan.

It would be well therefore for some consideration to be bestowed on these points, before the arrival of the Manchester Commissioner, that he may send home to his employers practical suggestions, and not meet in our Mercantile Community with either mere vague surmises, or worse still, with apathy and indifference.

The Madras Chamber of Commerce, or the Central Committee for the Exhibition in London, should *at once* proceed, with the sanction of Government, to collect all material facts bearing on the present state of the Cotton cultivations, and on the prospect each District affords for its extension. Local Committees, consisting of Revenue, Medical, and Engineer Officers, would furnish the necessary data for a general report, without any expense to Government.—Your obdt. servant,

EDWARD LAWFORD.

—*Spectator, Feby.* 3.

OCEAN STEAM NAVIGATION.—The papers report serious preparations for the formation of a new line of steamers between London and Calcutta. The *Hurkaru's* correspondent furnishes a list of the provisional Directors, who are principally persons formerly resident here, or connected with the trade of Calcutta. They intend, it is stated, to connect themselves with the Austrian Lloyd's Company, and to beat the P. & O. Steamers in speed. This will be easily done without any extraordinary effort, for every year brings some improvement in steamers, and the P. & O. Company appear to have stood still at the point where they commenced. An engineer who writes in the *Mechanic's Magazine*, calculates that a mile an hour might be gained even in Cunard's very fastest vessels, by adopting a well-known improvement in the engines, and when that has been done, somebody will show that an alteration in the form of the vessels themselves will give another increase of speed. The Americans say that as eighteen miles an hour is now realized by sea-going steamers between England and the opposite ports of the Continent, the same speed ought to be obtained from ocean vessels could they be kept to a proportionate draft of water. The problem to be solved then is to carry coals enough for the voyage without too deeply loading the vessel. We have no doubt that this will be effected, when so many ingenious men are applying their whole attention to the subject, and the rivalry between the different lines of steamers has become national.

In the meantime the new Oriental Company proposes to keep to the medium velocity of about ten knots an hour, and therefore to make the passage between Calcutta and Suez in about twenty days, exclusive of stoppages. This will not be much more than the P. & O. Company can effect when they like, but it will be sure to keep them up to the top of their speed, and act as a perpetual spur to the whole establishment.

We should recommend the new Company to begin by placing one steamer on the line between Calcutta and Suez, leaving the Mediterranean part of the voyage for future arrangement. The foreign steamers plying in that sea are sufficient to carry on all the passengers, and the effect would be the immediate reduction of the P. & O. Company's rates on this side of the Isthmus, instead of charging as they now do nearly as much to Suez as to London. A little wholesome competition would enliven the P. & O. Directors in a manner which could not fail to benefit the public, and we should hear no more of protests againt bad food and wine furnished by the Directors' relations. The danger would be that the passengers would be injured by overfeeding and being tempted with all sorts of delicacies. To prevent this that adoption of Cunard's plan would be necessary; namely, that of charging somewhat lower for the passage, and making the people pay separately for all liquors which they drink. This is only bare justice to Father Mathew's disciples, who are now compelled to pay for what they never use.

The most important improvement, however, that can be made in the new line, and which we strongly recommend the Directors to begin by considering, is a perfect system of ventilation for every cabin in their ships. Nothing can be more easily effected, and the cost is so trifling that the utter neglect of an arrangement so essential to the comfort and even the health of passengers, can only be attributed to the insolent security of a monopoly.

The rapidly increasing commerce of the East will very soon afford abundant employment to several competing establishments, and those who are now about to start, need not fear the want of sufficient encouragement if they will only consult the wants and reasonable expectations of the public.—*Calcutta Englishman.*

BRITISH ship-building has not abated consequent on the repeal of the Navigation Laws. The first-class ships seem uninfluenced thereby. The ship-builders of the Tyne and Wear can compete with those of the north of Europe, if price and durability are compared; and for capacious good sailing vessels British America is equal to compete with the United States, and in cheaper construction will surpass them. One small but prejudicial influence still exists here—the import duty on foreign fir timber and on the oak of the Baltic, which, as the rough material for cheap ship-building, cannot fairly remain subject to duty, while timber fit for first-class ships is admitted entirely free. The inconsistent state of the wood duties generally was the only defence which the Chancellor of the Exchequer urged for objecting to the remission thereof in the last session.

We are justified in concluding that the prospects of the year 1851 are highly satisfactory. The consumption of wood has increased, and will continue to increase, unrestricted by high prices. Freight and duty combined, the import charges from America or the Baltic are so nearly alike that these great sources of the supply of wood are in direct competition, controlling or tending to equalize the English price. The industry of all nations in active development—full work and cheap food for every one—peace at length in Europe, and a rapidly advancing trade at home—are ample reasons for looking to the increased consumption of every necessary, and, ranking second to none cheap wood.—*Messrs. Churchill & Sim's, Circular.*

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.		Vessels.	Flag & Rig.	Tons	Captain.	From	Departures.	Cargo.	Consignees.
May	18	Anstiss	A. ship		Steal	California via S. I.		General	Wetmore & Co.
,,	21	Mazeppa	B. schr.	163	Crockett	Hongkong	May 3	Opium	Jardine, Matheson & Co.

PASSENGER,—per *Mazeppa*, E. J. Dan'el, Esq.

DEPARTURES.

Date.		Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
May	18	Marion	U. S. S.		Glendy	Macao		
,,	22	Fanny	A. barque	341	Spicer	New York	Tea, &c.	Russell & Co.
,,	24	Eucles	B. ship	327	Sutherland	Hongkong	Tea, &c.	Blenkin, Rawson & Co.

SHIPPING IN PORT.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch.
Androklos	Apr. 17	Danish bq	300	Boysen	Lindsay & Co.		
Anstiss	May 18	A. ship		Steal	Wetmore & Co.		
John Baring	Mar. 28	A. ship	329	Hussey	Wolcott, Bates & Co.		
Mandarin	Apr. 20	B. barque	344	Pipon	Smith, Kennedy & Co.	Freight or Charter	
Mazeppa	May 21	B. schr.	163	Crockett	Jardine, Matheson & Co.	Hongkong	25th Instant
Sir Edward Ryan	May 12	B. barque	320	Turner	J. M. Smith & Co.	Amoy	29th Instant

RECEIVING SHIPS.

Vessels.	At	Flag & Rig.	Tons	Captain.	Owners
Clown	Woosung	B. brig	152	D'Bussche	P. & D. N. Camajee & Co.
Emily Jane	,,	B. ship	427	Landers	Dent & Co.
Folkstone	,,	B. ship	406	Jauncey	Jardine, Matheson & Co.
Masdeu	,,	B. bark	236	Chape	P. S. & N. M. Lungrana.
Mastiff	,,	B. brig	148	Anderson	D. Sassoon, Sons & Co.
Time	,,	B. sr.	110	Lacy	P. F. Cama & Co.
Science	,,	A. ship	388	Roundy	Russell & Co.
Snipe	,,	A. brig	176	Endicott	Augustine Heard & Co.
William	,,	D. brig	130	Duins	Gilman, Bowman & Co.
William the IV	,,	B. bark	176	Thomson	Lindsay & Co.
William Hughes	,,	A. brig	230	*Laid up*	Russell & Co.

IMPORT CARGOES.

Per *Anstiss*, from California *viâ* Sandwich Islands.

Drills,	3,700 pieces.
Sheetings,	3,000 ,,
Coals,	100 tons.
Iron Houses,	5

◆

VESSELS DEPARTED FROM WOOSUNG.

May 17,	Alverton,	*for* Straits.
17,	Antelope, (Am.)	,, Hongkong.
19,	Marion, U.S.S.	,, Macao.
23,	Fanny, (Am.)	,, New York.

◆

SHIPPING NEWS.

The Barque *Louisa*, spoke the *Albemarle*, from Shanghae, to London, on the 29th April, in Lat. 22°. 19'., Long. 117°. 16'.—*Friend of China, May 3.*

◆

VESSELS EXPECTED.

From *London*.—Abergeldie, Countess of Seafield, Magellan, Oliver Cromwell, Propontis.

Liverpool.—Annette Gilbert, Champion, Duchess of Lancaster, Duilius, Ken, Olivier van Noord, and Panic.

Bombay.—Virgilia.

Hongkong.—Alligator, Audax, Iona, Island Queen, Nymph, and Race-Horse.

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TABLE

Showing the Import *and* Export Duties *on British Trade, and* Tonnage Dues *on British Vessels; paid to the Chinese Government, at the Port of* Shanghae *during the following Years 1843 a 1850.*

	Duties.	Tonnage Dues.	*Total Taels.*
1843,	24,101-9-9-9	983-0-0-0	25,084-9-9-9
1844,	138,395-5-7-2	2,000-0-0-0	140,395-5-7-2
1845,	444,668-5-7-9	7,114-4-0-0	451,782-9-7-9
1846,	483,658-5-8-8	5,349-9-0-0	489,008-4-8-8
1847,	561,253-5-9-4	6,126-3-0-0	567,379-8-9-4
1848,	456,384-7-8-4	5,959-5-0-0	462,344-2-8-4
1849,	603,480-4-1-7	9,580-9-0-0	613,061-3-1-7
1850,	561,901-3-7-9	9,598-6-0-0	571,499-9-7-9
Total,	3,274,044-9-1-2	46,714-6-0-0	3,320,759-5-1-2

CARGOES DESPATCHED FROM GREAT BRITAIN TO SHANGHAE.

Ships	From	Tons	Sailed	Plain Cottons *Yards*	Colored Cottons *Yards*	Printed Cottons *Yards*	Woollens *Pieces*	Long Ells *Pieces*	Worsted *Pieces*	Coals *Tons*	Iron *Tons*
Duilius,	Liverpool	331	Oct. 10	1,783,792	306,571	..	2,219	800	71	..	..
Ken,	Liverpool	327	Jany. 18	2,156,560	22,040	..	60	..	..	..	..
Duchess of Lancaster,	Liverpool	396	,, 27	3,104,770	118,040	..	62	..	..	..	..
Propontis,	London	253	,, 28	1,148,310	38,000	..	43	..	..	..	..
Annette Gilbert,	Liverpool	293	Feby. 11	2,042,210	106,500	..	2,303	300	..	..	..
Magellan,	London	359	,, 18	914,200	44,300	..	602	530	..	..	..

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE.

Season	Congou	Souchong	Sorts	H. Muey and Pouchong	Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Yg. Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk. Total Bales
Year 1844-45,	..	..	..	..	..	3,036,803	..	..	..	..	..	..	763,824	3,800,627	6,433
Year 1845-46,	8,027,807	610,826	6,849	27,104	53,471	8,726,065	927,034	279,265	482,721	1,314,165	481,882	248,331	3,733,923	12,459,988	15,192
Year 1846-47,	8,957,080	361,348	11,045	98,366	151,441	9,579,480	615,054	183,348	747,135	922,984	293,420	149,654	2,911,660	12,491,140	15,972
Year 1847-48,	11,441,440	341,396	3,571	7,689	42,042	11,837,036	485,172	253,467	1,063,524	1,583,24[illegible]	455,372	227,060	3,874,104	15,711,140	21,176
Year 1848-49,	11,163,686	593,322	..	3,753	92,676	11,849,637	600,475	393,901	1,357,396	2,760,541	873,671	458,634	6,449,637	18,303,074	18,134
Year 1849-50,	15,422,745	1,125,396	35,816	..	25,300	16,609,257	556,445	312,405	1,335,042	2,509,345	683,348	337,120	5,734,115	22,343,372	15,237

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO GREAT BRITAIN.

Season	Congou	Souchong	Sorts	H. Muey and Pouchong	Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48,	10,683,454	44,441	3,571	5,285	11,622	10,748,373	198,071	43,391	110	113,101	209,002	60,073	623,748	11,372,121	17,117
Year 1848-49,	10,232,449	18,401	..	..	85,522	10,336,372	117,714	236,034	49,221	807,981	593,493	171,342	1,973,951	12,310,323	13,913
Year 1849-50,	13,057,123	229,502	33,989	..	..	13,320,614	18,457	114,055	..	137,607	228,607	48,157	546,883	13,867,497	17,161

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO UNITED STATES.

Season	Congou	Souchong	Pouchong	Oolong	Total Black	Young Hyson	Hyson	Hyson Skin	Twankay	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48,	108,061	118,575	..	..	226,636	755,559	122,866	246,019	104,267	170,070	115,414	1,514,151	1,740,787	..
Year 1848-49,	146,058	468,490	1,705	..	616,257	1,345,725	121,090	342,421	187,697	167,153	205,983	2,370,075	2,986,332	33
Year 1849-50,	812,536	836,293	..	..	1,648,829	2,298,611	190,753	554,020	161,748	466,220	283,511	3,974,871	5,623,700	415

COMPARATIVE EXPORTS OF TEA AND SILK FROM CHINA TO GREAT BRITAIN.

Season		Congou	Caper	Scented Caper	Souchong	Sorts	Flowery Pekoe	Orange Pekoe	Scented Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Imperial	Gunpowder	Total Green	Total Pounds	Silk Total Bales
Year 1848-49,		33,877,570	..	1,371,597	1,042,406	294,301	438,450	117,183	1,531,031	38,672,568	118,662	967,757	49,246	3,023,862	619,72[illegible]	3,656,666	8,435,316	47,107,914	17,133
Year 1849-50,		39,552,200	..	1,221,500	1,794,100	615,800	217,900	..	2,447,400	45,848,900	19,500	918,500	..	2,030,000	312,100	4,841,300	8,120,400	53,969,300	[illegible]
Year 1849-50,	Increase,	5,674,630	..	..	751,694	321,499	..	..	916,369	7,664,192	..	..	..	..	..	1,184,634	..	6,861,386	..
	Decrease,	..	..	150,097	..	..	220,550	117,183	..	..	99,162	49,257	49,246	993,862	307,62[illegible]	..	314,916	..	1,671

Note.—Of which three cargoes have been lost; viz., *Glenearn, Sarah Trotman*, and *Paisy.a*

EXPORTS COASTWISE, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Flowery Pekoe	Total Black.	Twankay	Hyson Skin	Hyson	Young Hyson	Gunpowder	Imperial	Total Green.	Total Pounds.	Silk. Bales	Silk. Cases	Silk Piece Goods.	Nankeen Pieces	Nankeen Cases
1 Vessel, 1850—*July Total*				..	..	..	..	..	..	..	..	..	..	..	..	611	..	87	..	..
3 ,, *Aug.* ,,				147,520	..	..	147,520	..	..	..	..	..	..	..	147,520	263	65	481	..	..
4 ,, *Sep.* ,,				367,840	13,310	..	381,150	..	53,810	..	49,430	15,300	5,170	123,710	504,860	15	..	148	..	..
1 ,, *Oct.* ,,				..	..	..	..	..	..	..	..	..	..	..	..	25	50	..	..	19
3 ,, *Nov.* ,,				..	..	..	..	..	41,060	20,700	70,200	20,300	3,700	155,900	155,900	371	..	..	6,000	..
2 ,, *Dec.* ,,				271,370	..	900	272,270	31,557	..	2,000	..	..	..	33,557	305,827	29	..	..	23,000	..
4 ,, 1851—*Jany.* ,,				316,739	..	14,512	331,251	27,533	50,893	7,200	120,000	2,000	2,000	209,626	540,877	..	..	63	33,500	..
				1,103,469	13,310	15,412	1,132,191	59,090	145,703	29,900	239,630	37,600	10,870	522,793	1,654,984	1,314	115	779	62,500	19
Mandarin,	776	Feb. 22	Hongkong	60,500	..	..	60,500	..	..	..	..	..	..	..	60,500	30	..	..	..	8
Menam,	472	April 15	Hongkong	350,000	..	..	350,000	..	..	..	..	..	..	..	350,000	..	..	..	..	..
Total from 1st July, 1850, to 15th April, 1851,				1,513,969	13,310	15,412	1,542,691	59,090	145,703	29,900	239,630	37,600	10,870	522,793	2,065,484	1,344	115	779	62,500	27

EXPORT OF TEA AND SILK, FROM SHANGHAE TO GREAT BRITAIN,
FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Pekoe Flowery & Hungmuey	Oolong	Sorts	Black Total Pounds	Twankay	Hyson Skin	Hyson	Young Hyson	Gunpowder	Imperial	Green Total Pounds	Grand Total	Silk Bales	Nankeens Pieces	Silk Piece Goods Packages	Hemp Bales
3 Vessels, 1850—*July Total*				888,800	..	9,200	..	..	898,000	..	..	..	..	..	..	..	898,000	1,067	..	..	..
9 ,, *Aug.* ,,				3,407,611	89,100	77,693	..	..	3,574,404	..	..	1,670	9,684	2,343	550	14,247	3,588,651	2,322	16,000	8	911
3 ,, *Sep.* ,,				1,023,326	..	6,074	..	1,600	1,031,000	..	..	500	18,662	56,942	23,230	99,334	1,130,334	430	..	..	..
6 ,, *Oct.* ,,				1,687,608	115,828	33,313	..	2,800	1,839,549	11,000	889	42,030	158,692	175,037	24,074	411,722	2,251,271	3,005	2,000	26	..
7 ,, *Nov.* ,,				2,366,823	70,466	74,358	..	18,400	2,530,047	50,812	609	64,810	249,999	198,077	47,405	611,712	3,141,759	2,034	..	81	..
5 ,, *Dec.* ,,				1,341,520	82,600	39,050	..	600	1,463,770	29,356	7,800	31,700	155,739	92,832	17,129	334,556	1,798,326	1,271	14,100	16	..
8 ,, 1851—*Jany.* ,,				3,891,637	129,615	83,411	..	249,872	4,354,535	60,893	7,448	15,933	97,608	94,508	12,839	289,229	4,643,764	1,675	5,000	8	..
3 ,, *Feby.* ,,				1,069,491	101,638	15,950	3,733	800	1,191,632	7,480	..	7,010	17,768	32,863	13,930	81,081	1,272,713	474	..	..	..
				15,876,816	589,267	339,049	3,733	274,072	17,082,937	159,541	16,746	163,683	708,152	652,602	141,177	1,841,901	18,924,838	13,068	37,100	139	911
Old England,	502	March 4	Cork	545,340	..	..	..	1,315	546,655	..	..	..	..	..	..	..	546,655	..	..	..	..
Monarch,	337	,, 7	Cork	319,400	..	..	..	..	319,400	..	..	..	..	..	..	..	319,400	..	..	..	..
Sheridan,	825	,, 12	London	828,166	..	1,907	..	..	830,073	..	..	200	400	100	..	700	830,773	51	..	..	..
Emperor of China,	485	,, 15	London	499,800	..	6,900	..	..	506,700	200	..	100	1,200	300	300	2,100	508,800	313	..	..	34
Trent,	236	April 14	London	233,338	..	..	..	..	233,338	..	..	..	..	..	..	..	233,338	..	..	..	..
Albemarle,	705	,, 20	London	272,526	2,025	28,729	..	933	304,213	..	..	..	11,575	7,624	600	19,799	324,012	1,871	13,300	..	..
Total from 1st July, 1850, to 20th April, 1851.				18,575,386	591,292	376,585	3,733	276,320	19,823,316	159,741	16,746	163,983	721,327	660,626	142,077	1,864,500	21,687,816	15,303	50,400	139	945

Cargo per *Lucey* not yet ascertained.

EXPORT OF TEA AND SILK, FROM SHANGHAE TO UNITED STATES,
FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou and Souchong.	Sorts.	H. Muey and Pekoe.	Black. Total Pounds	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Gunpowder.	Imperial.	Green. Total Pounds	Grand Total. Pounds	Raw Silk. Cases	Raw Silk. Bales	Raw Silk. Peculs	Silk Piece Goods. Cases.
16 Vessels 1850—*Sept. to Dec. Total*				3,168,895	28,782	11,660	3,209,337	2,429,414	133,173	957,811	384,365	509,130	322,137	4,736,635	7,945,302	207	21	22.40	884
Huntingdon,	400	Jany. 3	New York	167,306	11,600	..	178,306	127,000	17,905	49,800	37,300	31,215	10,511	273,731	452,037	32	16	..	20
S. H. Waterman,	340	,, 8	New York	40,000	..	2,500	42,500	289,600	33,200	13,000	500	59,200	46,300	435,800	478,300	..	..	..	406
Saint Patrick,	896	Feby. 19	New York	129,800	..	..	129,800	110,260	19,200	234,200	130,600	14,360	26,600	535,200	665,000	..	..	..	..
Celestial,	800	March 4	New York	10,340	..	..	10,740	282,032	53,525	176,758	91,797	54,850	31,239	690,201	700,541	..	..	..	200
Carrington,	597	April 19	New York	101,754	7,262	..	109,616	115,850	7,321	221,658	80,407	25,927	10,111	461,294	570,910	..	..	..	..
Total from 1st July, 1850, to 15th April, 1851.				3,618,095	47,644	14,160	3,679,899	3,354,156	264,329	1,653,227	724,969	694,682	446,898	7,132,861	10,812,180	239	37	22.40	[illegible]

Cargo per *Fanny* not yet ascertained.

EXPORT OF TEA FROM SHANGHAE TO AUSTRALIA,
FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Oolong	Caper	Scented Caper	Sorts	Or. Pekoe	Scented Or. Pekoe	Black Total Pounds	Twankay	Hyson Skin	Hyson	Yg. Hyson	Gunpowder	Imperial	Green Total Pounds	Grand Total Pounds
Freak,	245	Oct. 5	Sydney	80,000	..	..	..	..	..	..	..	80,000	..	28,000	..	..	3,400	..	31,400	111,400
Marmion,	250	,, 28	Australia	76,600	2,300	..	..	..	600	..	..	79,500	..	30,100	..	..	1,800	..	31,900	111,400
Statesman,	345	Dec. 6	Sydney	114,300	39,600	..	..	..	..	..	..	153,900	2,000	163,100	..	..	5,500	2,700	173,300	327,200
Total from 1st July, 1850, to date,				270,900	41,900	..	..	..	600	..	..	313,400	2,000	221,200	..	..	10,700	2,700	236,600	550,000

Cargoes per *Pedlar, Whitby*, and *Royal Sovereign*, not yet ascertained.

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